

Austin

EXPRESS
DELIVERY
VANS



AS DEPENDABLE AS AN AUSTIN

AUSTIN
DELIVERY
VANS

THE AUSTIN MOTOR CO., LTD., · LONGBRIDGE · BIRMINGHAM

TELEPHONES · PRIORY 2101-2120

TELEGRAMS · 'SPEEDILY' NORTHFIELD

CODE · BENTLEY'S

DEPENDABLE SERVICE

DAY IN
DAY OUT

Modern methods of business demand speed as well as dependability of goods delivery. The light, fast motor delivery van has become a necessary part of the transport equipment of any up-to-date business establishment.

Austin vans have earned a reputation for those qualities that are essential in a vehicle upon whose service so much of the goodwill of a distributive business depends.

They are thoroughly dependable, very economical in fuel and oil consumption, and are the cheapest form of goods transport.

Specially designed and carefully constructed of the best materials, they will withstand hard wear. Their loading capacity is surprisingly extensive, they are adaptable to the requirements of almost every trade, and are an excellent travelling advertisement.

The AUSTIN RANGE of DELIVERY VANS

The SEVEN Tax £10

Weight carrying capacity 5 cwt. + driver

Brake Horse Power - - - 13.5

PRICE, in Grey Priming - - - **£108**
(AT WORKS)

Painted in one of five standard colours: Red, Blue, Green, Yellow or Black, £3 10s. extra. Other colours, £5 extra.

The TWELVE-FOUR *Tax £15

Weight carrying capacity 7-10 cwt. + driver

Brake Horse Power - - - 28

PRICE, in Grey Priming - - - **£172.10**
(AT WORKS)

Painted in one of five standard colours: Red, Blue, Green, Yellow or Black, £5 extra. Other colours, £10 extra.

* See Page 8.

The TEN-FOUR Tax £15

Weight carrying capacity 6-8 cwt. + driver

Brake Horse Power - - - 21

PRICE, in Grey Priming - - - **£148**
(AT WORKS)

Painted in one of five standard colours: Red, Blue, Green, Yellow or Black, £4 5s. extra. Other colours, £7 10s. extra.

The TWELVE-SIX With 13.9 or 15.9 h.p. Engine.

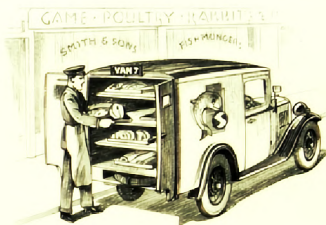
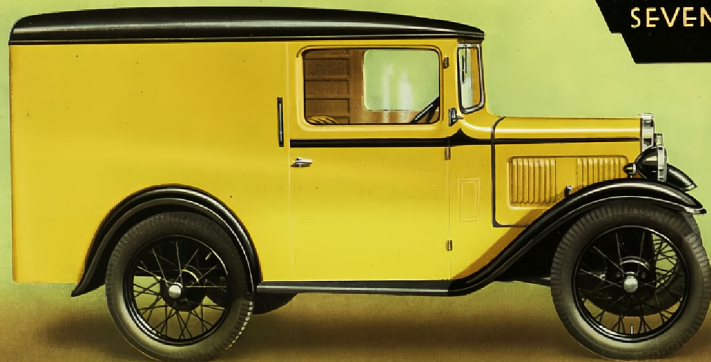
Weight carrying capacity 7-10 cwt. + driver

Brake Horse Power - - - 30 or 35

PRICE, in Grey Priming - - - **£190**
(AT WORKS)

Painted in one of five standard colours: Red, Blue, Green, Yellow or Black, £5 extra. Other colours, £10 extra.

THE AUSTIN SEVEN



The ideal van for rapid delivery of tradesmen's parcels. Efficiency and economy in unique combination. Painted attractively it is a first class travelling advertisement. Fittings to suit special requirements quoted for without charge.

Exterior Dimensions

Length	-	-	-	-	10 ft. 6½ in. (3,213 mm.)
Width	-	-	-	-	4 ft. 5 in. (1,346 mm.)
Height	-	-	-	-	5 ft. 2 in. (1,575 mm.)
Height	-	-	-	-	Over number plate, 5 ft. 5 in. (1,653 mm.)
Height of floor level from ground	-	-	-	-	1 ft. 9 in. (533 mm.)
Cubic capacity	-	-	-	-	55½ cubic ft. (1.57 cubic m.)

SPECIFICATION OF THE 'AUSTIN SEVEN' VAN FOUR CYLINDER



ENGINE. 4-cylinder, water-cooled, detachable head. Bore, 2.2 in. (56 mm.); stroke, 3 in. (76 mm.). Total capacity, 45.6 cub. in. (747.5 c.c.); R.A.C. rating, 7.8; b.h.p. 13.5 at 3,000 r.p.m. The strong crankshaft has roller bearings. The pistons are of low expansion aluminium alloy.

FUEL SUPPLY. The tank has a capacity of 5 gallons (22 litres). A contents gauge is included on the instrument board.

IGNITION. By coil and battery.

COOLING. By thermo-syphon and fan.

LUBRICATION. Engine lubrication is by means of a vane pump. Chassis lubrication is by grease gun.

CHASSIS. Patented triangular design.

TRANSMISSION. Power is transmitted by means of a single plate clutch which is very light in operation. The gearbox has four speeds forward and a reverse. The ratios of engine to road wheels are: 1st speed, 22.94 to 1; 2nd, 13.85 to 1; 3rd, 8.73 to 1; top, 5.25 to 1. Gear changes are easily effected by a lever mounted centrally and convenient to the driver's hand. Final drive is by spiral bevel gear. The rear axle is

of the three-quarter floating type, with differential and torque tube.

BRAKES. The brakes are applied to all four wheels by either the hand lever or pedal. Adjustments are readily carried out and all parts are accessible.

STEERING. The light and responsive steering is of the worm and worm wheel type, with provision for taking up wear. Over the steering wheel is the dip-and-switch control for the head lights.

SUSPENSION. Semi-elliptic transverse spring in front; those at the rear are quarter-elliptic. Shock absorbers front and rear.

WHEELS AND TYRES. Tyres are 4.00x18 Dunlop, and the wheels are of special wire type. The wheel centres are of stainless steel.

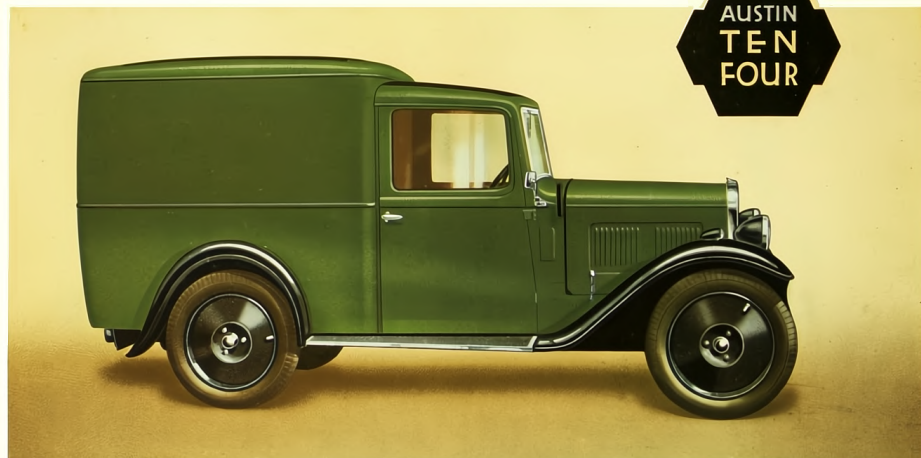
EQUIPMENT. 6-volt electric lighting and starting with hand starter switch. Dip and switch headlamps, combined "stop" and tail lamp, flush fitting direction indicators, windscreen wiper, driving mirror, carburettor air strangler, electric petrol gauge, speedometer, electric horn, number-plates, spare wheel and tyre. Tools are securely stowed in special compartments. Triplex glass windscreen and side windows.

The roomy interior of the Seven Van

B.H.P. - - - - - 13

Interior Dimensions

Length	-	-	-	-	3 ft. 7 in. (1,092 mm.)
Width	-	-	-	-	3 ft. 11 in. (1,194 mm.)
Height	-	-	-	-	3 ft. 3½ in. (1,010 mm.)
Width between wheel arches	-	-	-	-	2 ft. 11 in. (889 mm.)
Width of door opening	-	-	-	-	3 ft. 9 in. (1,143 mm.)
Weight carrying capacity	-	-	-	-	5 cwt. (254 kilos)



Sturdy construction, a thoroughly dependable engine, excellent brakes, easy control, good visibility and perfect protection in stormy weather. Fragile goods carried without damage. Parcels easily packed and withdrawn for delivery.

Exterior Dimensions

Length	-	-	-	-	-	11 ft. 11 in. (3,632 mm.)
Width	-	-	-	-	-	4 ft. 5½ in. (1,365 mm.)
Height	-	-	-	-	-	5 ft. 9½ in. (1,772 mm.)
Height of floor level from ground	-	-	-	-	-	1 ft. 10½ in. (578 mm.)
Cubic capacity	-	-	-	-	-	63 cubic ft. (1,784 cubic m.)

SPECIFICATION OF THE AUSTIN TEN-FOUR VAN FOUR CYLINDER



The roomy interior of the Ten-Four Van

B.H.P. - - - - - 21

Interior Dimensions

Length	-	-	-	-	-	4 ft. 9 in. (1,448 mm.)
Width	-	-	-	-	-	4 ft. 1 in. (1,245 mm.)
Height	-	-	-	-	-	3 ft. 8 in. (1,118 mm.)
Width between wheel arches	-	-	-	-	-	3 ft. 0 in. (914 mm.)
Width of door opening	-	-	-	-	-	3 ft. 7 in. (1,092 mm.)
Weight carrying capacity	-	-	-	-	-	6-8 cwt. (305-406 kilos.)

ENGINE. 4-cylinder monobloc; bore, 2.4995 in. (63.5 mm.); stroke, 3.5 in. (89 mm.). Total capacity, 1125 c.c.; R.A.C. rating, 9.9 h.p.; b.h.p. at 3,000 r.p.m., 21. The cylinder head is detachable and the valves are all on the near side. Induction and exhaust manifolds are mounted to provide a hot-spot. The crankshaft is carried on three bearings of ample diameter. Pistons are of special low expansion aluminium alloy.

FUEL SYSTEM. The tank at the rear, has a capacity of 6 gallons (27 litres). The supply to the engine is by a petrol pump. A contents gauge is included on the instrument board.

IGNITION. By battery and coil, the distributor is easily accessible and incorporates an automatic advance and retard mechanism.

COOLING. By thermo-syphon and fan.

LUBRICATION. By means of a gear wheel pump, in accordance with Austin practice, forcing oil to all bearings of the crankshaft and camshaft and connecting rod big ends. Chassis lubrication by grease gun. The number of greasers is reduced to a minimum.

CHASSIS. Strong, cross-braced frame.

TRANSMISSION. The clutch is of the single-plate type. The gearbox has four speeds forward and a reverse. It forms one unit with the engine, and the whole is suspended at three points and power insulated. The ratios of engine to road

wheels are: 21.1, 12.78, 8.04 and 5.25 to 1. Gear changes are easily effected by a lever mounted centrally. Final drive is by spiral bevel gear mounted on ball bearings. The rear axle is of the three-quarter floating type.

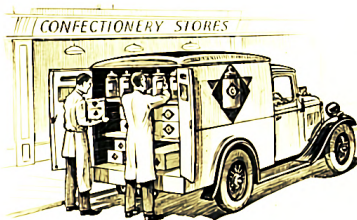
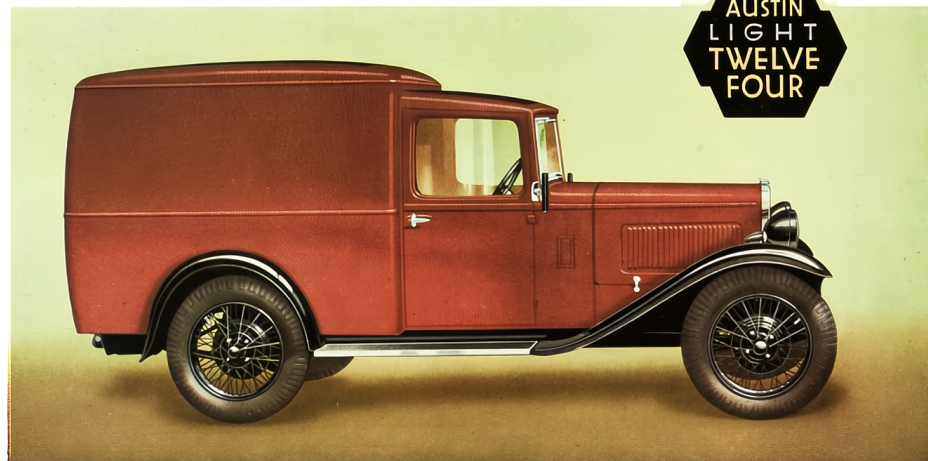
BRAKES. Direct coupled four wheel expanding brakes operated either by hand or foot. All brakes are easily adjusted.

STEERING. Steering of the worm and worm wheel type, with provision for taking up wear. Over the steering wheel are the electric horn button and the automatic switch for the direction indicators.

SUSPENSION. Road springs are semi-elliptic and mounted with non-lubricated "Silentbloc" shackles. Shock absorbers to front and rear of van.

WHEELS AND TYRES. Disc wheels, with Dunlop 4.75 x 18 in. tyres, spare wheel carried in enclosed locker in van.

EQUIPMENT. 12-volt electric lighting and starting with hand switch on fascia board, foot operated dipping beam headlamps, direction indicators, combined carburettor air strangler and throttle control, clock, petrol gauge, speedometer, electric horn, driving mirror, licence holder, electric screen wiper, spare wheel and tyre, and shock absorbers. The tools are securely and neatly stowed in special compartments. Triplex glass windscreen and side windows.



A splendid example of a light delivery van to carry up to half a ton. Powerful quickly responsive engine, efficient four wheel brakes, locks to all doors. A useful load carried in perfect condition and a wide area covered in good time at little expense.

Exterior Dimensions

Length	-	-	13 ft. 2½ in. (4,026 mm.)	Height of floor level from ground	1 ft. 10½ in. (578 mm.)
Width	-	-	5 ft. (1,524 mm.)	Cubic capacity	- 88 cubic ft. (2,492 cubic m.)
Height	-	-	6 ft. 1½ in. (1,867 mm.)		

Standard vans are weighed with single-piece seat and without water, oil, petrol, mats, spare wheel and tyre.

With bucket seats or disc wheels the unladen weight is not guaranteed to come under one ton.

The van weighed with one bucket seat only will comply with the £15 tax.



The roomy interior of the Light Twelve-Four Van

B.H.P. - - - - - 28

Interior Dimensions

Length	-	-	-	-	5 ft. 6 in. (1,676 mm.)
Width	-	-	-	-	4 ft. 8 in. (1,422 mm.)
Height	-	-	-	-	3 ft. 11 in. (1,194 mm.)
Width between wheel arches	-	-	-	-	3 ft. 5 in. (1,041 mm.)
Width of door opening	-	-	-	-	3 ft. 11½ in. (1,200 mm.)
Weight carrying capacity	-	-	-	-	7-10 cwt. (356-508 kilos.)

SPECIFICATION OF THE AUSTIN 'LIGHT TWELVE-FOUR VAN FOUR CYLINDER

ENGINE. 4-cylinder monobloc; bore, 2.73 in. (69.3 mm.); stroke, 4 in. (101.6 mm.). Total capacity, 1535 c.c.; R.A.C. rating, 11.9 h.p.; b.h.p. at 3,000 r.p.m., 28. The cylinder head is detachable and the valves are all on the left-hand side. Induction and exhaust manifolds are mounted to provide a hot-spot. The crankshaft is carried on three bearings of ample diameter. Pistons are of special low expansion aluminium alloy.

PETROL TANK AND FILLER. The tank has a capacity of 8 gallons (36 litres). The supply to the engine is by a petrol pump. A contents gauge is included on the instrument board.

IGNITION. By battery and coil, the distributor is easily accessible and incorporates an automatic advance and retard mechanism.

COOLING. By thermo-syphon and fan.

LUBRICATION. By means of a gear wheel pump, in accordance with Austin practice, forcing oil to all bearings of the crankshaft and camshaft and connecting rod big ends. A large gauze filter in the oil reservoir is easily removed for cleaning. Chassis lubrication by grease gun. The number of greasers is reduced to a minimum.

CHASSIS. Strong, cross braced frame.

TRANSMISSION. The clutch is of the single-plate type. The gearbox has four speeds forward, and a reverse. It forms

one unit with the engine, and the whole is suspended at three points. The ratios of engine to road wheels are: 20.8, 13.59, 8.6 and 5.5 to 1. Gear changes are easily effected by a lever mounted centrally. Final drive is by spiral bevel gear. The rear axle is of the three-quarter floating type. The wheels are carried on ball bearings.

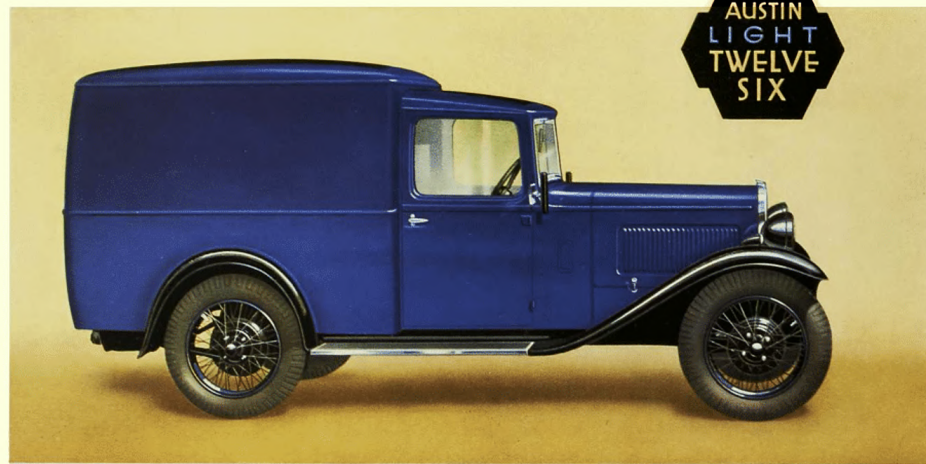
BRAKES. Large and powerful four wheel expanding brakes operated either by hand or foot. All brakes are easily adjusted.

STEERING. Steering of the worm and sector type, with provision for taking up wear. Over the steering wheel are the electric horn button and the automatic switch for the direction indicators.

SUSPENSION. Road springs are semi-elliptic and interleaved. All springs are mounted with non-lubricated "Silentbloc" shackles. Hydraulic shock absorbers front and rear.

WHEELS AND TYRES. 19 in. wire wheels, with Dunlop Fort 5.00 in. tyres.

EQUIPMENT. 12-volt electric lighting and starting with hand switch on fascia board, foot operated dip and switch headlamps, direction indicators, windscreen wiper, driving mirror, carburettor air strangler, clock, petrol gauge, speedometer, stop and tail lamp, spare wheel and tyre, and electric horn. The tools are securely and neatly stowed in special compartments. Triplex glass windscreen and side windows.



This van is designed to give maximum interior space, the platform is wider than any other of similar capacity, and is thus a splendid traveller's van for manufacturers of specialities—and it can bear a striking advertisement of the goods it carries.

Exterior Dimensions

Length	- - - - -	13 ft. 2½ in. (4,026 mm.)
Width	- - - - -	5 ft. (1,524 mm.)
Height	- - - - -	6 ft. 1½ in. (1,867 mm.)
Height of floor level from ground	-	1 ft. 10½ in. (578 mm.)
Cubic capacity	- - -	88 cubic ft. (2,492 cubic m.)



The roomy interior of the Light Twelve-Six Van

B.H.P. - - - - - 30

Interior Dimensions

Length	- - - - -	5 ft. 6 in. (1,676 mm.)
Width	- - - - -	4 ft. 8 in. (1,422 mm.)
Height	- - - - -	3 ft. 11 in. (1,194 mm.)
Width between wheel arches	-	3 ft. 5 in. (1,041 mm.)
Width of door opening	-	3 ft. 11½ in. (1,200 mm.)
Weight carrying capacity	-	7-10 cwt. (356-508 kilos.)

SPECIFICATION OF THE AUSTIN 'LIGHT TWELVE-SIX' VAN SIX CYLINDER

ENGINE. 6-cylinder monobloc; bore, 2.410 in. (61.25 mm.); stroke, 3.335 in. (84.63 mm.) Total capacity, 1496 c.c.; R.A.C. rating, 13.956 h.p.; b.h.p. at 3,000 r.p.m., 30. The cylinder head is detachable and the valves are all on the left-hand side. Induction and exhaust manifolds are mounted to provide a hot-spot. The crankshaft is carried on four bearings of ample diameter. Pistons are of special low expansion aluminium alloy.

PETROL TANK AND FILLER. The tank has a capacity of 8 gallons (36 litres) and is most conveniently placed at the rear of the car. The supply to the engine is by a petrol pump. A contents gauge is included on the instrument board.

IGNITION. By battery and coil, the distributor is easily accessible and incorporates an automatic advance and retard mechanism.

COOLING. By thermo-syphon and fan.

LUBRICATION. By means of a gear wheel pump, in accordance with Austin practice, forcing oil to all bearings of the crankshaft and camshaft and connecting rod big ends. A large gauze filter in the oil reservoir is easily removed for cleaning. Chassis lubrication by grease gun. The number of greasers is reduced to a minimum.

CHASSIS. Strong, cross-braced frame.

TRANSMISSION. The clutch is of the single-plate type. The gearbox has four speeds forward and a reverse. It

forms one unit with the engine, and the whole is suspended at four points. The ratios of engine to road wheels are: 24.6, 16, 10.2 and 6.5 to 1. Gear changes are easily effected by a lever mounted centrally. Final drive is by spiral bevel gear mounted on ball bearings. The rear axle is of the three-quarter floating type.

BRAKES. Four wheel expanding brakes operated either by hand or foot. All brakes are easily adjusted.

STEERING. Steering of the worm and sector type, with provision for taking up wear. Over the steering wheel are the electric horn button and the finger control lever of the dip and switch mechanism for the headlamps. On the column is the switch for the direction indicators.

SUSPENSION. Road springs are semi-elliptic and interleaved. All springs are mounted with non-lubricated "Silentbloc" shackles. Hydraulic shock absorbers to front and rear of van.

WHEELS AND TYRES. Wire wheels with Dunlop Fort 5.00 x 19 in. tyres.

EQUIPMENT. 12-volt electric starting with hand switch on fascia board, magnetically operated dip and switch headlamps, direction indicators, windscreen wiper, driving mirror, carburettor air strangler, air cleaner, clock, petrol gauge, speedometer, stop and tail lamp, spare wheel and tyre, and electric horn. The tools are securely and neatly stowed in special compartments. Triplex glass windscreen and side windows.

SOME USERS OF AUSTIN VANS

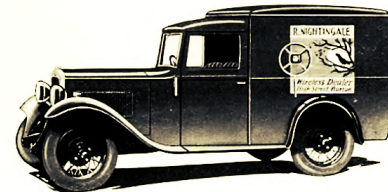
Below is a list of some of the well-known progressive firms who have installed fleets of our vans :

Messrs. Ever Ready, Ltd.
 Messrs. Nobbys Malt Extract, Ltd.
 "The Birmingham Post."
 "The Bristol Evening World."
 "The Star."
 Messrs. Burdall's Ltd.
 Messrs. Shell & B.P.
 Messrs. Lever Bros., Ltd.
 Messrs. Carreras Limited.
 Messrs. Dunlop Company Ltd.
 Messrs. S. Smith & Sons, Ltd.
 Messrs. Arthur Pearson, Ltd.
 Messrs. Simpsons, Ltd., Birmingham.
 Messrs. The Vacuum Oil Co., Ltd.
 Messrs. Louis Goldberg, Ltd.
 Messrs. B.T.H. Ltd.
 Messrs. Weldon's Publications.
 Messrs. Silcocks Radio Service, Ltd.
 Messrs. Fleet Deliveries, Ltd.
 Messrs. Initial Carrier Company, Ltd.
 Messrs. Hercules Cycle Company, Ltd.
 Messrs. Bibbys, Ltd.

"The Leicester Mercury."
 Messrs. Ossicade, Ltd., Bolton.
 Messrs. Sparling Cut, Ltd.
 Messrs. J. Lyons & Co., Ltd.
 Messrs. No-Delay Cleaners, Ltd.
 Messrs. Sheldons, Ltd., Birmingham.
 Messrs. Smith's Potato Crisps, Ltd.
 Messrs. Cridland & Company, Ltd.
 Messrs. Andrews & Sons, Ltd.
 Messrs. J. Robinson & Sons, Ltd.
 Messrs. J. Prosser & Co., Ltd.
 Messrs. The National Cash Register Company, Ltd.
 The London & North Eastern Railway.
 Messrs. William Hollins, Ltd. (Vyella).
 The Co-operative Wholesale Society, Manchester.
 Messrs. Bourne & Hollingsworth, Ltd.
 Messrs. Geo. Newnes, Ltd. (Strand Magazine).
 Messrs. Absalom, Crocker & Company, Ltd.
 Messrs. Astley Dye & Chemical Company, Ltd.
 Messrs. Horlick's Malted Milk Co., Ltd.
 Messrs. J. H. Dewhurst, Ltd.

EFFECTIVE TRADE ADVERTISEMENTS

Suggestions
 for
 Artistic
 Designs



Exclusive
 to
 YOUR
 Business



Sketches and suggestions by experts supplied at small cost by
 AUSTIN MOTOR CO. LTD.
 LONGBRIDGE · BIRMINGHAM

WHAT USERS THINK

From one of the best-known Sauce Manufacturers.

..... Adapted as a window display van we are extremely pleased with its appearance and think the body lines of the vehicle lend themselves particularly to uses of this character, where something distinctive is aimed at. We have now three of these advertising vans touring in various parts of the country and think their success will be sufficiently proved to lead us to extend this form of advertising.

From Fish, Game and Poultry Purveyors.

We have just ordered six more Austin Vans, but cannot let this opportunity pass without telling you how much we appreciate the Austin Seven. We have now been running your vans for a good many years and must say we have had 100% satisfaction in both cars and service.

The Managing Editor of a widely circulated Newspaper writes—

We have found, for commercial purposes, there is nothing to rival the Austin range of chassis. Our fleet comprises 20, 12 and 7 h.p. vans and their mileage each week is 3,000 for 20, 13,000 for 12 and 7,000 for 7 h.p. It is now nearing their third year of service and up to date the total miles covered is 2,000,000 which is really a wonderful record. The maintenance costs have been very small they are never off the road for more than a few hours.

Petrol consumption is another good point Oil consumption is very low We can honestly say that we do not consider there is any other make of car that would stand up to the work that Austin have done for us.

A Dairyman writes—

I have two of your 7 h.p. vans in use, one with which I have done approximately 13,000 miles. It will do about 54 miles to the gallon on a straight run, and about 42 to the gallon, stopping and starting while on milk delivery.

As for oil, I never need put in between refuelling, which I do about every 2,000 miles—I am more than pleased with both of them, as the running cost is low.

An Incubator and Brooder Agent writes—

I have driven her over 30,000 miles and have not spared this particular car at all, in fact I have driven her cross country in all sorts of weather I have not spent one halfpenny on her, in fact, never laid a spanner upon her I have owned upwards of twenty different cars, but have never had one to equal the 10 h.p. Austin I have now I am positive that this van is the best light commercial job on the road.

The Manufacturers of famous Weighing Machines say—

We are now using ten delivery vans apart from other Austin Seven models in use by our Salesmen. The first two vans were bought about two years ago and one was only recently traded out after doing over 50,000 miles with success. The other has done a similar mileage and is still excellent for a lot more.

Our opinion is that the 7 h.p. chassis of your make is the finest vehicle made in this country.

The originals of these testimonials can be seen at our offices, Longbridge, Birmingham.

MANUFACTURER'S WARRANTY

The goods manufactured by the Austin Motor Company Limited (hereinafter called "the Company") are supplied with the following express Warranty which excludes all warranties conditions and liabilities whatsoever implied by Common Law Statute or otherwise that is to say:—

In the event of any defect being disclosed in any part or parts of the goods and if the part or parts alleged to be defective are returned to the Company's Works carriage paid within six months from the date when the goods are delivered new to the retail customer the Company undertakes to examine same and should any fault due to defective materials or workmanship be found on examination by the Company it will repair the defective part or supply free of charge a new part in place thereof. This Warranty is limited to the delivery to the purchaser free at the Company's Works of the part or parts whether new or repaired in exchange for those acknowledged by the Company to be defective.

The Company gives no warranty of the goods except as herein stated but desires and expects that customers shall make a thorough examination before purchasing. Persons dealing in the Company's goods are in no way the legal Agents of the Company and have no right or authority to assume any obligation on its behalf express or implied or to bind it in any way.

For the purpose of this Warranty the term "goods" means and includes new cars or vans or chassis or parts thereof including replacement parts manufactured by the Company. It does not include tyres speedometers or electrical equipment or other proprietary articles or goods (including coach work) not of the Company's own manufacture although supplied by the Company. Proprietary articles are covered by the warranty (if any) given by the separate manufacturers. On second-hand goods no warranty is given by the Company or is to be implied.

The Company's responsibility is limited to the terms of this Warranty and it shall not be answerable for personal injuries or

consequential or resulting liability damage or loss arising from any defects. This Warranty shall not apply to defects caused by motor racing wear and tear misuse or neglect or to the defects in any goods which have been altered outside the Company's Works or which have been let out on hire or the identification numbers or marks on which have been altered or removed. This Warranty is dependent upon the strict observance by the Purchaser of the following provisions:—

The Purchaser shall at the time of purchase personally sign the form supplied by the Company and register his name address date of purchase price paid and car and chassis numbers and name and address of Seller with the Company and shall obtain from the Company a signed copy of this Warranty and shall produce same to the Company's representative for inspection in case of any claim being made. This Warranty shall not be assigned or transferred to anyone unless the Company's consent in writing has first been obtained.

The Purchaser shall send to the Company's Works such part or parts as are alleged or claimed to be defective promptly on the discovery of the claimed defect. Transportation is to be prepaid by the Purchaser and said part or parts to be properly packed for transit and clearly marked for identification with the name and full address of the Purchaser and with the car and chassis numbers of the vehicle from which the said part or parts were taken. The Purchaser shall post to the Company at its Works on or before despatch of such part or parts alleged to be defective a full and complete description of the claim and the reasons therefor. The judgment of the Company in all cases of claims shall be final and conclusive, and the purchaser agrees to accept its decision on all questions as to defects and to the exchange of part or parts. After the expiration of six days from the despatch of notification of the Company's decision the part or parts submitted may be scrapped or returned carriage forward by the Company.

TERMS OF BUSINESS.

PRICES: The Company reserves the right to vary the list prices at any time and all goods are invoiced at the prices current on day of delivery. Should the price be increased prior to delivery the Purchaser has the option of cancelling the order within seven days after being notified of such increase and of calling for the return of his deposit which shall be accepted in satisfaction of all claims.

DEPOSIT: A deposit of £25 is to accompany the order for each vehicle.

SPECIFICATION: The Company reserves the right on the sale of any vehicle to make before delivery without notice any alteration to or departure from the specification design or equipment detailed in this catalogue. Triplex toughened glass will be generally fitted but the Company will if supplies are not available substitute another make of glass approved by them.

DELIVERY: At the Company's Works, Longbridge, Birmingham. The Company is not responsible for damage occurring after delivery. The cost of transport (if any) from thence to destination is payable by the Purchaser. The Company shall not be liable in any way for delay in delivery from any cause whatsoever.

COUNTERFEIT PARTS: All goods manufactured by the Company are sold with the express warranty printed in the current catalogue which excludes all warranties conditions and liabilities implied by the Common Law Statute or otherwise. The use on any vehicle of the Company's manufacture of replacement parts not made by or for the Company will invalidate the Warranty.

EXPORT PROHIBITED: No vehicle may be exported within 6 months of purchase.

THE AUSTIN MOTOR CO. LIMITED

LONGBRIDGE - - BIRMINGHAM.

Telephones : - - - Priority 2101-2120.

Telegrams : "Speedily, Northfield." Code : Bentley's.

479-483, OXFORD STREET, LONDON, W.I.

(NEAR MARBLE ARCH)

Telegrams : "Austinette, Telex, London." Telephone : Mayfair, 7620-7637.

and at

HOLLAND PARK HALL, HOLLAND PARK AVENUE,
LONDON, W.II.

